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REMARKS/ARGUMENTS

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Claims 1-7 were pending in this application when last examined by the Examiner. Claims 1-4 have been amended. Claims 8-10 have been added. Claims 5-7 have been canceled. The amendments find full support in the original specification, claims, and drawings. No new matter has been added. In view of the above amendments and remarks that follow, reconsideration and an early indication of allowance of the now-pending claims 1-4 and 8-10 are respectfully requested.

Claims 1-7 are rejected under 35 U.S.C. 102(b) as being anticipated by Jones (U.S. Patent No. 6,363,323). Applicant respectfully traverses this rejection.

Independent claim 1 has been amended to recite a "schedule management apparatus incorporated in a vehicle-mounted device" that transmits "to a management center . . . a time margin before an expected start time of the schedule, wherein the time margin is capable of being set in an arbitrary manner . . ." The management center "calculates a time to start the alarm based on the expected start time included in said schedule, a present time, and said required time period, wherein the time to start the alarm includes the time margin before the expected start time, and transmits the alarm to said schedule management apparatus through a transmitting/receiving section when the present time reaches said calculated alarm start time." The ability to set the time margin "in an arbitrary manner" allows an accurate alarm to be given to the user of the schedule management apparatus even in varying traffic situations (such as when there is a traffic jam or a traffic accident), since "the time to start the alarm includes the time margin before the expected start time." For example, since the time margin can be set in an arbitrary manner, the time margin before the start time of the schedule may, for example, be calculated to be longer when a traffic jam is estimated during commuter rush hours. (See, also, specification, page 12, lines 4-11).

Furthermore, claim 1 requires that the "management center . . . calculate[] a required time period to move from said present position to a place included in said schedule." Assuming, *arguendo*, that Jones' base station manager is the claimed "management center," Jones' base

station manager does not "calculate[] a required time period to move from said present position to a place included in said schedule." Instead, Jones teaches two types of determinations that are made by the base station manager: (1) a determination as to whether a notification message is to be sent to a user when a monitored vehicle is a predetermined proximity from a particular vehicle destination or other location; and (2) a determination as to whether a message should be sent to the user indicating that the vehicle is off-schedule. (See, Col. 10, lines 33-43). Neither determination by the base station manager, however, calls for "calculat[ing] a required time period to move from said present position to a place included in said schedule."

First, the determination as to whether a notification message is to be sent calls for comparing the location values (or time values) of the current location of the vehicle and the location values (or time values) of the target location (e.g. a bus top). (See, Col. 19, lines 5-9). If the difference between these values is less than a threshold value, then a notification is transmitted. (See, Col. 19, lines 14-21). For example, the threshold value may be set so that the notification signal is transmitted to a passenger when the vehicle is ten minutes from the bus stop. (See, Col. 15, lines 62-66). There is no teaching in Jones, however, that in sending such notification, the base station manager "calculate[s] a required time period to move from said present position to a place included in said schedule."

Second, with respect to the determination as to whether the vehicle is off-schedule, this determination is made by the vehicle manager 29 within the vehicle. (See, Col. 13, line 61 - Col. 14, line 16). If the vehicle manager 29 determines that the vehicle is off-schedule, a corresponding message is sent to the base station manager. The base station manager may then notify a user that that the vehicle is off schedule. (Col. 10, lines 40-43). There is nothing in Jones, however, that indicates that in sending the notification to the user, the base station manager "calculate[s] a required time period to move from said present position to a place included in said schedule." Accordingly, claim 1 is also in condition for allowance for this added reason.

Claim 1, as amended, also requires that the "schedule management apparatus display[] an alarm received from said management center," where the "management center . . . calculates a

time to start the alarm based on the expected start time included in said schedule, a present time, and said required time period, wherein the time to start the alarm includes the time margin before the expected start time, and transmits the alarm to said schedule management apparatus through a transmitting/receiving section when the present time reaches said calculated alarm start time." The Examiner points to the teaching of an automated computer-based apparatus with a satellite receiver on column 3, lines 7-13, of Jones, for the claimed "schedule management apparatus." (See, Office action, page 3, section 6). Jones' automated computer-based apparatus with a satellite receiver is the vehicle control unit (VCU) 15 that is included in the vehicle that is being tracked. (See, FIG. 1). Components of the VCU are shown in further detail in FIGS. 2-3 of Jones. Even if Jones' VCU were to be interpreted to be the claimed "schedule management apparatus," there is no teaching in Jones that the VCU displays any alarm transmitted by the base station manager, which the Examiner contends is the claimed "management center." Accordingly, claim 1 is also in condition for allowance for this additional reason.

Independent claims 2-4 include limitations that are similar to the limitations in claim 1 which make claim 1 allowable. Accordingly, claim 1 is also in condition for allowance for reasons similar to reasons discussed above with respect to claim 1.

Claims 8-10 are new in this application. Claims 8-10 are in condition for allowance because they depend on an allowable base claim and for the additional limitations that they contain. Specifically, claim 8 adds the limitation that "the management center transmits the alarm to the schedule management apparatus earlier than the expected start time by an alarm time period that is a sum of the required time period and the time margin." Support for this limitation may be found on page 8, line 36 - page 9, line 5, of Applicant's specification. Jones fails to teach or suggest these limitations. Accordingly, claim 8 is also in condition for allowance for the additional limitations it contains.

Claim 9 adds the limitation that "the alarm is for prompting movement to the place included in said schedule for arrival on or before the expected start time." Support for this limitation is found on page 3, lines 24-31, of Applicant's specification. Jones fails to teach or

suggest these limitations. Accordingly, claim 9 is also in condition for allowance for the additional limitations it contains.

Claim 10 includes the limitation that "the time margin is configured to be arbitrarily modified by a recipient of the alarm." Support for this limitation is found on page 6, lines 13-14, and on page 7, lines 11-17, of Applicant's specification. Jones fails to teach or suggest these limitations. Accordingly, claim 10 is also in condition for allowance for the additional limitations it contains.

In view of the above amendments and remarks, reconsideration and an early indication of allowance of the now-pending claims 1-4 and 8-10 are respectfully requested.

Respectfully submitted,

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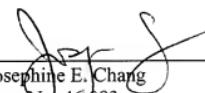
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